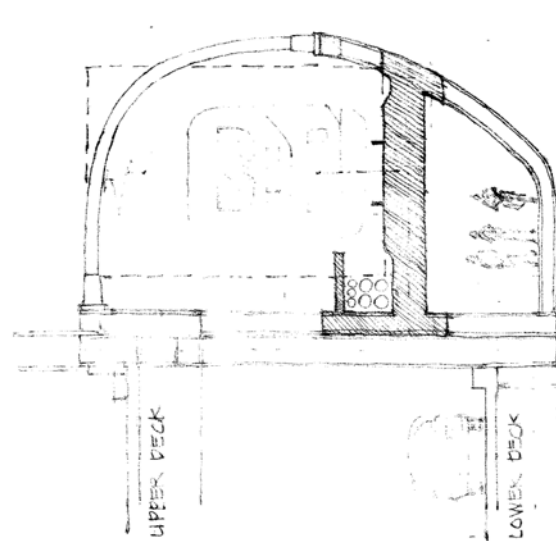
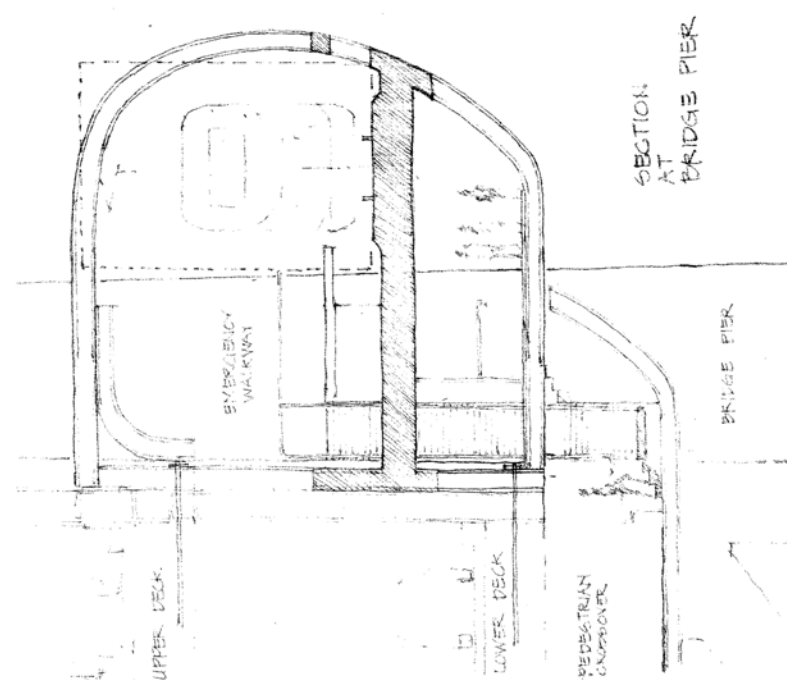


Comment Letter I131 Continued

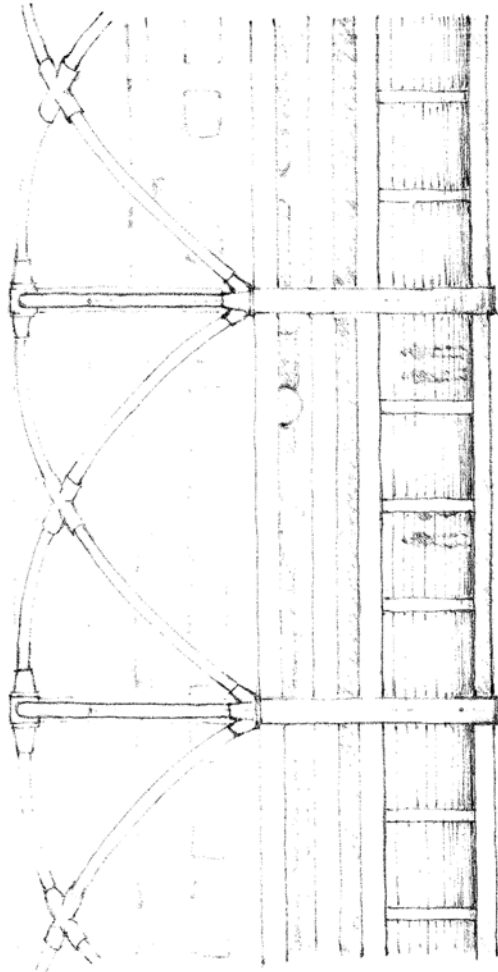


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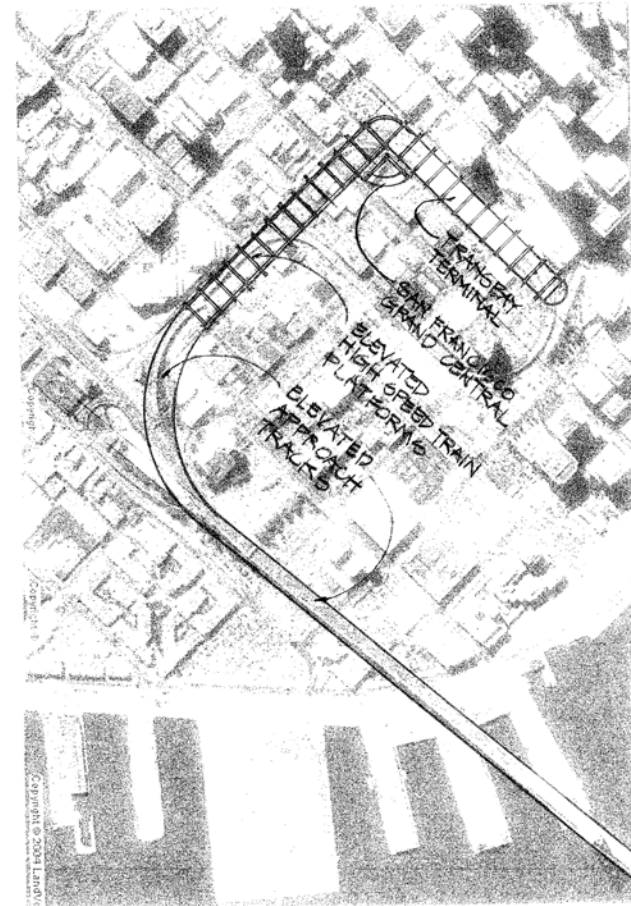


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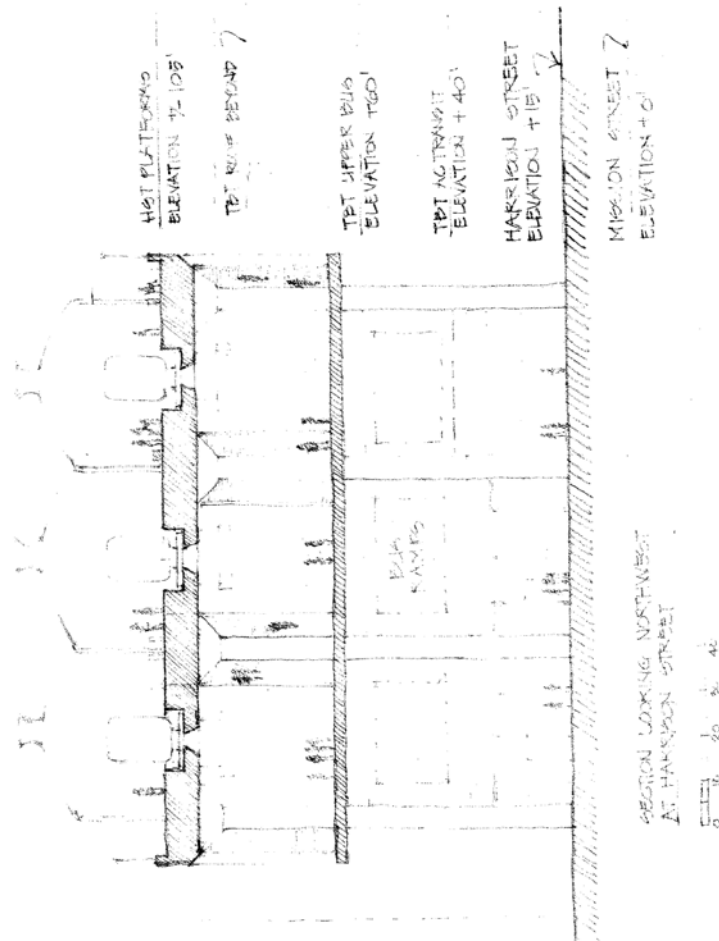
Comment Letter I131 Continued



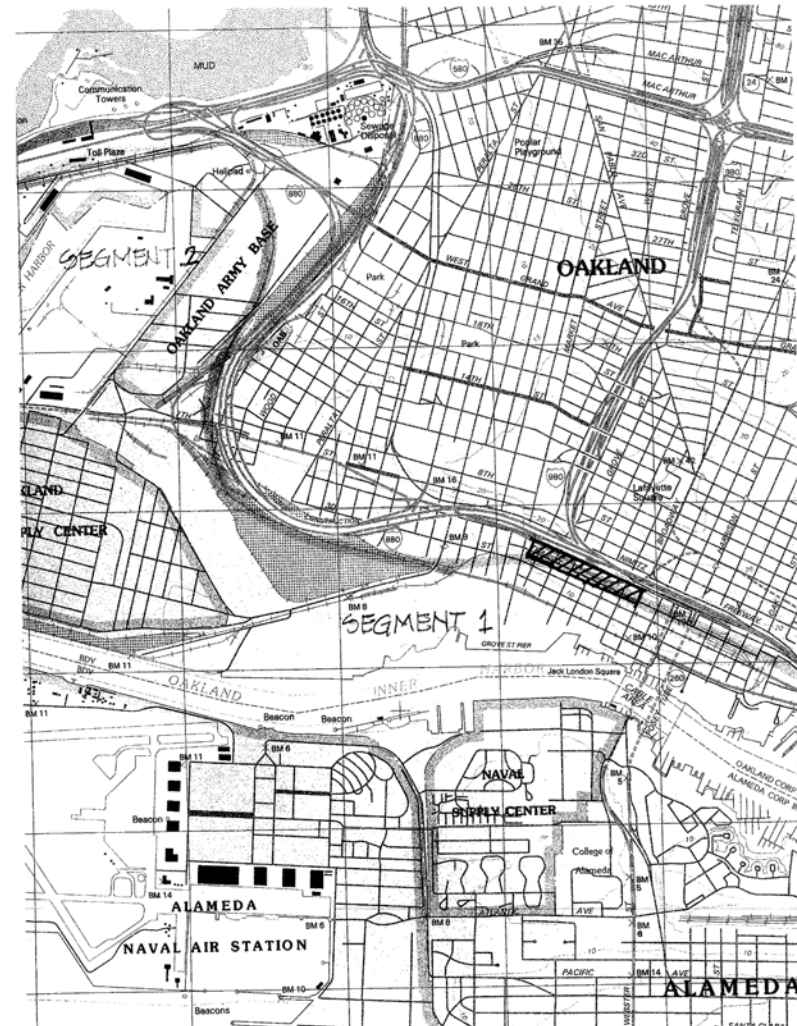
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STRUCTURAL LATTICE



Comment Letter I131 Continued



Comment Letter I131 Continued



Response to Comments of Douglas Lee Frazier, August 30, 2004 (Letter I131)

I131-1

Available studies indicate that the use of the existing Bay Bridge (Western spans) for HST operations and construction of new Bay Bridge (for Eastern spans) would not be a feasible or practicable option for service between the East Bay and San Francisco. Please see the findings of the MTC studies, Bay Bridge Rail Feasibility Study, July 2000, and Structural Assessment of Rail on the Bay Bridge, October 22, 1999. Also, the option you have suggested would not provide direct HST service to San Francisco International Airport or the mid-Peninsula, and would not be compatible with the Transbay Terminal JPB's design for the Transbay Terminal as detailed in their project specific EIR/EIS (Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project, March 2004 , SCH No.95063004). However, please also see standard response 6.2.1.



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

U.S. Department
of Transportation
**Federal Railroad
Administration**

Comment Letter I132

May 28 04 02:09p Marc A. Garcia

209-722-0500

p.2

I132



GARCIA LAW FIRM

May 28, 2004

AUG 31 2004

Mr. Joseph Petrillo, Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Dear Chairman Petrillo and Members of the Board:

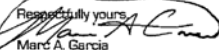
I am pleased to submit this letter of support for the draft EIR/EIS and the analysis and studies that identified high-speed trains as the preferred system alternative to address the future transportation needs of California.

Specifically, I am advocating the adoption of the "Diablo Route" as the preferred route and Castle Aviation and Development Center as the stop and potential maintenance facility for the California High Speed Rail System.

As both an attorney and small businessman, I envision the high-speed rail system as a vital component to future economic prosperity in the Central Valley. Transportation between major metropolitan areas in Northern and Southern California have yet to be linked in a manner consistent with the environmental concerns and projected increase in both population and traffic congestion. The High Speed Rail System not only addresses these concerns, but provides the inclusion of the Central Valley as a necessary and imperative link in the chain.

After analyzing the different routes presented for review in the draft EIR/EIS, the "Diablo Route" offers the most viable opportunity for maximum ridership and efficient transportation between the Northern and Southern parts of the state. Furthermore, Castle Aviation and Development Center provides the access and size availability to house the maintenance facility. In the past several years, Merced County has consistently generated double-digit unemployment rates. A stop/maintenance facility would significantly and positively impact our community economically. Projected figures estimate the creation of 2,000 or more jobs to Merced County.

Thank you very much for the opportunity to provide these comments.

Respectfully yours,

Marc A. Garcia
Attorney at Law

Cc: Congressman Dennis Cardoza
Congressman George Radanovich
California Senator Jeff Denham
California Assembly Member Barbara Matthews
Merced County Board of Supervisors

Marc A. Garcia 732 West 18th street Merced Ca 95340 209.722.5697 [Tel] 209.722.0500 [Fax]

I132-1



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

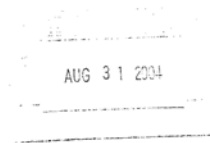
Response to Comments of Marc A. Garcia, May 28, 2004 (Letter I132)

I132-1

Please see standard response 6.3.1, standard response 6.19.1 and standard response 2.35.1.

Comment Letter I133**I133**

Libby Hogan
2499 E. Gerard Ave #108
Merced, Ca 95340



Date June 21, 2004

Mr. Joseph Petrillo, Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairman Petrillo and Members of the Board:

I am pleased to submit this letter of support for the draft program EIR/EIS and the analysis and studies that identified high-speed trains as the preferred system alternative to address the future transportation needs of California.

I strongly urge the Members of the High Speed Rail Authority to take a very hard look at Castle Airport, Aviation and Development Center as the hub for the proposed system. It seems to be the most perfect infrastructure to include major airport facilities, train spur from Amtrak and the necessary land requirements.

I'm really concerned about farm land depletion in the proposed High Speed Rail system. By using Castle Airport, Aviation and Development Center it would certainly reduce the over-all impact of farm land by using this location.

Finally, the unemployment rate in this area is one of the highest in the State. A hub at Castle Airport, Aviation and Development Center would certainly help the economic conditions for the Central Valley and the state.

Thank you very much for the opportunity to provide these comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Libby Hogan". The ink is dark and the signature is fluid.

Libby Hogan
Travel Agency

Cc: Congressman Dennis Cardoza
Congressman George Radanovich
California Senator Jeff Denham
California Assembly Member Barbara Matthews
Merced County Supervisor Kathleen Crookham
Merced County Supervisor Gloria Cortez Keene

I133-1

Response to Comments of Libby Hogan, June 21, 2004 (Letter I133)

I133-1

Please see standard response 6.19.1.